of the said drive means S (the sprocket) Fig. 1, 4 and of the said transverse rib p, Fig.1, 3, 4.which is perpendicular to the axis E and which has the spanwise ribs m perpendicularly mounted to it. Because the transverse rib p has the tube section t perpendicularly welded to it and which houses the outer ring of the bearing k, which rolls parallel to the spar e, the transverse rib p rotates perpendicularly to th axis E for the 360° of angular rotation.
The spanwise ribs m of Fig. 1, 3, 4, being mounted perpendicular to the transverse rib p,during rotation keep their axis M parallel to the axis E for the 360° of angular rotation.

If the chordaL DISTANCE BETWEEN THE RIB MEANS M, Fig. 1, would be too large to hit the flying surface longitudinal edges a Fig. 1, while the spar is bent to its maximum and the flying surface has its edges moved in a or a' Fig. 1,the rib means M would hinder the relative movement.

The frame is the elements that compose the wing : (wing sheets linked at their edges a, spar e, bearings k, Fig. 3). The spar is fixed to the fuselage f, so it does not transmit rotation to the rib means M, Fig. 1, which are rotated by the transverse rib p rotated by the power transmission means (the sprocket S) Fig. 1, 4, close to the fuselage f.
Fig. 3 shows the section of the wing sheets that are linked at their edges a and house the bearing k, and same bearingsbehind that.
Fig. 1, 4 show the flying surface mounted on the spar e and has its root close to the sprocket S that can only be mounted on a shaft sticking out of the fuselage f and therefore most short as possible. This shaft sticks out of an engine inside the fuselage (not shown).Therefore the flying surface has its root mounted close to the power transmission means S that is mounted close to the axis F, Fig. 1, 4.The axis F is the fuselage f edge.
Fig. 1, 4 show the root portion of the flying surface, but the

flying surface is much longer spanwise, and at its extremity is mounted on the spar e another identical flying surface of the same size and section as the one at the root, and is linked at its edges a to form a box-like structure housing bearing in the same way mounted od the spar e, being the spar long enough to house two consecutive flying surfaces.

The extremity of the root flying surface with its wing sheets engage the wing sheets of the root of the spanwise external flying surface with flanges that enter the root of the spanwise externa flying surface, so the wing sheets of the root flying surface transmit rotation to the spanwise external flying surface. Because the spar curvature decreases from root to tip, there is a difference in the degree of the relative movement between the frame and one flying surface, and the degree of the relative movement between the frame and the other flying surface, therefore the assembly of the two flying surfaces must be autonomous.

Respectfully submitted,

Faulconer

N Miami, 9-3-07
enclosure.